

**INTELLOFAX 25**

## CLASSIFICATION

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SECURITY INFORMATION

**INFORMATION REPORT**  
**REFERENCE COPY**

25X1

CD NO.

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DATE DISTR. 24 Apr 11 1952

NO. OF PAGES 2

**SUBJECT** Miscellaneous Railroad Information

NO. OF ENCLS.  
(LISTED BELOW)

SUPPLEMENT TO  
REPORT NO.

25X1

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THIS IS UNEVALUATED INFORMATION

1. The Railroad Car Factory at Győr (Y44)

a. This factory was expanded during September 1951 to accommodate machinery for the construction of 60-ton Russian-type broad-gauge freight cars. The present production amounts to 24 cars per month.

b.

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c. The production of artillery pieces of 4.5 cm. to 15 cm. is being continued. The finished products are loaded at night and dispatched to the proving grounds at Döbgyőr (J87) and at Vác (H65).

2. The National Company for Rolling Stock Repair at Pestszentlőrinc (H61)

a. In cooperation with MAVAG of Budapest and the Railroad Car Factory of Győr this company manufactures rolling stock, for both the Russian and the Hungarian market, of the following types:

1) Pullman cars with four axles; these cars are furnished with such unusual luxuries as cooking facilities, air-conditioning, electrical appliances for heating water, etc. Monthly production: 10-12 cars.

2) Freight cars with 4 axles. Monthly production: 5-8 cars.

3) Freight cars of all other type: 25-30 per month.

b. There are altogether 655 workers at this factory of whom 340 are skilled.

c. The Plant is managed by Subyagin (fnu), a Russian.

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3. Construction of a Second Track between Budapest and Székesfehérvár

- a. A second track, about 40 km. in length, will be constructed during 1952 between Budapest-Kelenföld and Kápolnásnyék (Z20). Thus, when completed, Székesfehérvár (Z00) will be linked with a double track to Budapest.
- b. The motive behind the speedy conclusion of this project is the strategic location of Székesfehérvár. This city is not only an important military base but also a significant transfer point to the Soviet military bases at Pápa and Szombathely, and to the oil fields, around Lisse.

4. Deficiencies in the Railroad System

- a. During January 1952 leading elements of the Communist Party have, on several occasions, deplored the great number of breakdowns with which the Hungarian railway transportation is constantly plagued.
  - 1) Between June 1950 and June 1951 there were 328 occasions when locomotives stalled, for a variety of reasons, on open tracks, or almost one stalling per day.
  - 2) About 380 cars per month, or about 13 per day, have to be taken out of circulation because of overheated bearing clamps (sic; French: "happes"). The freight on a car sustaining such a damage has to be transferred. This is a time-consuming and an expensive undertaking.
  - 3) There are on the average 200 derailments of cars per month and 30 derailments of locomotives.
- b. These deficiencies are partly due to the inexperience of the hastily trained new employees, to the dilapidated condition of the entire rail net, and Soviet restrictions on repair. Finally, these deficiencies might be due to sabotage; instructions received by the political section of the railroad management from the Communist Party, in regard to the strict supervision of all traffic employees, seem to point in this direction.

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